APPENDIX I

THE CONFORMITY ANALYSIS DOCUMENT SHOULD CONTAIN AN INDEX THAT REFERENCES WHERE EACH OF THE FOLLOWING DOCUMENTED REQUIREMENTS CAN BE FOUND. THIS WILL EXPEDITE THE REVIEW OF THE CONFORMITY ANALYSIS BY THE STATE AND FEDERAL AGENCIES.

DOCUMENTATION IN THE CONFORMITY ANALYSIS

Section 93.130(b) of the Transportation Conformity Rule

THE FOLLOWING APPLIES IN SERIOUS, SEVERE AND EXTREME OZONE NONATTAINMENT AREAS AND SERIOUS CARBON MONOXIDE AREAS AFTER JANUARY 1, 1995.

✓ Document that a network-based transportation demand model or models relating travel demand and transportation system performance to land-use patterns, population demographics, employment, transportation infrastructure, and transportation policies was used to estimate travel within the metropolitan planning area of the nonattainment area (93.130(b)(1)).

✓ Indicate that the modeling methods and the functional relationships used in the model are in accordance with acceptable professional practice, and reasonable for purposes of emission estimation (93.130(b)(1)(i)).

✓ Document that the network-based model is validated against ground counts for a base year that is not more than ten years prior to the date of the conformity determination (93.130(b)(1)(ii)).

✓ State that the land use, population, and other inputs are based on the best information available and are appropriate to the validated base year (93.130(b)(1)(ii)).

✓ Document that a capacity sensitive assignment methodology was used for the peak-hour or peak period traffic assignments (93.130(b)(1)(iii)).

✓ Document that the zone-to-zone travel times used to distribute trips between origin and destination pairs are in reasonable agreement with the travel times which result from the process of assignment of trips to the network links (93.130(b)(1)(iv)).

✓ If the use of transit currently is anticipated to be a significant factor in satisfying transportation demand, document that the zone-to-zone travel times used to distribute trips between origin and destination pairs are in reasonable agreement with the travel times which result from the process of modeling mode splits (93.130(b)(1)(iv)).

✓ Document that free-flow speeds on the network links are based on empirical observations (93.130(b)(1)(v)).

✓ Provide peak and off-peak travel demand and travel times (93.130(b)(1)(vi)).

✓ If pricing is a significant factor, and the network model has the capability to assess pricing, and the necessary information is available to assess pricing, document that trip distribution and mode choice are sensitive to pricing (93.130(b)(1)(vii)).

✓ Document that the model was used in a way where there is a logical correspondence between the assumed scenario of land development and use and the future transportation system for which emissions are being estimated. Reliance on a formal land-use model is not specifically required but is encouraged (93.130(b)(1)(viii)).

✓ If the network model is capable of determining the dependence of trip generation on the accessibility of destinations via the transportation system (including pricing), and the necessary information is available, document the effect of the dependence of trip generation on the accessibility of destinations via the transportation system (including pricing). If the model is not capable of making such determinations or the information is not available, this is encouraged (93.130(b)(1)(ix)).

✓ If the network model is capable of determining the dependence of regional economic and population growth on the accessibility of destinations via the transportation system, and the necessary information is available, document the dependence of regional economic and population growth on the accessibility of destinations via the transportation system. If the model is not capable of making such determinations or the information is not available, this is encouraged (93.130(b)(1)(x)).

✓ Consideration of emissions increases from construction-related congestion is not specifically required (93.130(b)(1)(xi)).

✓ For urban areas which are sampled on a separate urban area basis, state that the Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled are considered the primary measure of vehicle miles traveled within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS (93.130(b)(2)).

✓ Document the factors used to reconcile and calibrate the network-based model estimates of vehicle miles traveled in the base year of its validation to the HPMS estimates for the same period, and document the use of these factors applied to the model estimates of future vehicle miles traveled. In this factoring process, consideration will be given to differences in the facility coverage of the HPMS and the modeled network description (93.130(b)(2)).

✓ Document, if applicable, the concurrence of DOT and EPA if there is a departure from the procedures outlined in 93.130(b)(2) (93.130(b)(2)).

✓ Document the methods used to estimate nonattainment area vehicle travel on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area (93.130(b)(3)).

✓ Document the methods used to estimate traffic speeds and delays in a manner that is sensitive to the estimated volume of travel on each roadway segment represented in the network model (93.130(b)(4)).

✓ Document that ambient temperatures are consistent with those used to establish the emissions budget in the applicable implementation plan (93.130(b)(5)).

✓ For factors other than temperatures (for example, the fraction of travel in a hot stabilized engine

mode), document that modifications to those factors were used after interagency consultation according to section 93.105 (93.130(b)(5)).

✓ For factors other than temperatures, document that modifications result in newer estimates that incorporate additional or more geographically specific information or represent a logically estimated trend in such factors beyond the period considered in the applicable implementation plan (93.130(b)(5)).

THE DOCUMENTATION ITEMS LISTED ABOVE SHOULD NOT BE VIEWED AS GUIDANCE BY THE U.S. DEPARTMENT OF TRANSPORTATION, BUT IS A COMPILED LISTING OF THE RELEVANT SECTIONS OF THE CONFORMITY REGULATION TO ASSIST IN EXPEDITING THE CONFORMITY DETERMINATION BY THE U.S. DEPARTMENT OF TRANSPORTATION.

12/22/94

Texas Natural Resource Conservation Commission

TRANSPORTATION CONFORMITY REVIEW

CHECKLIST

TNRCC's Transportation Conformity Review is conducted in accordance with the U.S. Environmental Protection Agency's Transportation Conformity Rule (*Federal Register,* 40 CFR, Part 51 and 93). as well as TNRCC's Transportation Conformity rule (30 TAC, §114.27). The goal of these rules is to demonstrate that transportation plans, programs, and projects in ozone nonattainment areas conform with applicable State Implementation Plans for air quality.

The purpose of TNRCC's Transportation Conformity Review is to provide comments to affected regional, state and federal transportation agencies on their transportation conformity determinations.

The following checklist is intended to document receipt of the information used in the preparation of these determinations, to be used as a reference to the various sections of the state and federal conformity procedures, and to serve as the basis of TNRCC's comments.

<u>This checklist does not constitute formal regulatory guidance</u>. The checklist is for TNRCC's internal use in conducting transportation conformity reviews.

TNRCC CHECKLIST
Documentation of Transportation Conformity Review

Name of area:
Affected Counties:
Area classification, pollutant(s), and attainment date:
TNRCC Reviewer:
Review Date:
Documentation Required:

a) **Draft Final MTP, TIP, and conformity determination.**
b) **Description of analysis methodology.**
c) **Mobile Model input parameters.**
d) **VMT mix by roadway facility type, time period, and analysis year.**
e) **Average speeds by roadway facility type, time period, and analysis year.**
f) **Link list.**
g) **TCM implementation schedule and status report.**
h) **Estimate of CMAQ-associated Benefits**

I. SIP STATUS

	1. SIP Status: (circle) Interim Transitional Control Strategy Maintenance	
51.448	2. Status of control strategy SIP or any findings (if applicable): submittal completeness approval disapproval	

II. CONSULTATION PROCESS

51.402 51.416	3. Was the consultation process conducted in accordance with 40 CFR §51.402 and 30 TAC §114.27? (see below) a) Were draft MTPs/TIPs circulated? b) Were final MTPs/TIPs circulated? . c) Were affected agencies consulted regarding: - Development of regionally significant projects? - Adverse impacts of exempt projects? - Projects that require CO or PM10 Hot Spot Analysis? (El Paso only) d) Has the MPO participated in interagency working groups to consider methods, models, and assumptions on regional analysis?	Y/N
	4. Public participation: a) Is the MPO's public involvement process consistent with 23 CFR 450? b) Has the MPO responded adequately to the public's questions regarding air quality and non-federally funded projects?	 Y/N Y/N

III. STATUS and CONTENT of MTP and TIP

51.420 51.450	5. a) MTP adoption date and by whom? b) Date of latest conforming MTP? c) TIP adoption date and by whom? b) Date of the latest conforming TIP?	
51.394	6. Does the MTP/TIP identify all projects that have completed a major step (NEPA process completion; start of final design; acquisition of a significant portion of right-of-way; or approval of the plans).	Y/N
51.404	7. Does the MTP have appropriate content (see below):	
	a. Are employment and demographic factors documented and quantified?	Y/N
	b. Do the highway/transit proposals adequately describe the regionally significant additions and modifications to the existing transportation network? Are details included on design concept, scope, operating policies?	Y/N
	c. Are intermodal activities adequately described?	Y/N
	d. Are updated land use forecasts included?	Y/N
51.422	e. Are added or modified projects sufficiently identified in terms of design concept and scope to determine their contribution to regional emissions?	Y/N
51.408	8. Are the MTP/TIP financially constrained?	Y/N
51.460 51.462	9. Exempt projects: a. Does the MTP/TIP list all projects that are exempt from the conformity determination? b. Does the MTP/TIP list all projects that are exempt from the regional emissions analysis?	 Y/N Y/N
51.432 51.440 51.446	10. Does the TIP identify those projects found to conform in a previous TIP and included in the "Baseline" scenario?	Y/N

IV. GENERAL CRITERIA and PROCEDURES

51.410	11. Does the MTP/TIP satisfy the applicable criteria and procedures in §51.412 through §51.446? (see below)	Y/N
51.412	12. Are the latest planning assumptions and sources documented? (see below)	
	a. Are planning assumptions derived from the most recently developed estimates of current and future population, employment, travel, and congestion?	Y/N
	b. Are the changes to transit operating policies discussed, including fares, service levels and ridership?	Y/N
	c. Does the MTP/TIP include reasonable assumptions about increases in transit fares and bridge tolls?	Y/N
51.414	13. What computer model was used for the following: a. Emissions estimation? b. Travel demand? c. Vehicle miles travelled?	

V. MODEL INPUTS, ASSUMPTIONS, and DOCUMENTATION

This section is intended to determine if appropriate factors and assumptions have been used as inputs to the models. Four specific areas should be reviewed: Mobile model inputs, vehicle miles travelled, speeds, and link lists.

	14. Mobile 5a inputs:	
	a. Temperatures: (1) Do temperatures vary logically for time periods? (midday should be warmer than a.m. peak, etc.) (2) Are temperatures in the base year inventory identical to those in the emission budget? (3) Are temperatures identical for all scenarios in all analysis years?	 Y/N Y/N Y/N
	b. Reid Vapor Pressure (RVP): (1) Is the RVP identical for all analysis years and all scenarios? (SIP revision required to change RVP) (2) Is the RVP identical to the RVP used in establishing the emissions budget?	 Y/N Y/N
	c. Vehicle registration data: (1) Are total registrations identical for each scenario within an analysis year? (2) Do registrations, by vehicle type and age, vary logically through time?	 Y/N Y/N
	d. Inspection/Maintenance (I/M) and Anti-Tampering Procedure (ATP) data inputs: (1) Are these inputs identical for all years and scenarios? (2) Are these inputs identical to the data used to calculate the emissions budget?	 Y/N Y/N

	e. Hot/cold start ratios (cold catalytic, cold non-catalytic, and hot catalytic starts): (1) Are the hot/cold ratios identical for all analysis years? (2) Are the hot/cold ratios identical for base year inventory and emission budget? (3) Do the hot/cold ratios vary logically for all analysis years? (a.m. peak ratios should be the same for all years)	 Y/N Y/N Y/N
	f. Reformulated gasoline: Is reform. gas assumed in all scenarios for all analysis years? (SIP revision required to change reform gas rules)	Y/N
	15. Vehicle Miles Travelled (VMT):	
	a. Highway Performance Monitoring System (HPMS) adjustment factor: (1) Is the HPMS adjustment factor identical for all years and scenarios? (2) Is the HPMS adjustment factor identical to the that used in the base year inventory and the emissions budget?	 Y/N Y/N
	b. % VMT by time-of-day (5 or 6 time periods/24 hr. cycle): (1) Are the percentages consistent for all scenarios and for all analysis years? (2) Do the time-of-day percentages vary logically across a 24-hour period?	 Y/N Y/N
	c. % VMT by roadway functional class: (1) Do the percentages vary logically over different roadway types? (2) Are the variances consistent for all scenarios and all analysis years?	 Y/N Y/N
	d. % VMT by vehicle type: (Diesel fractions decline over time in EPA Mobile model) (1) Are the percentages consistent for all analysis years? (2) Are the percentages consistent with those in the emissions budget? (3) Are the proportions logical? (more cars than heavy duty diesel trucks)	 Y/N Y/N Y/N
	e. % VMT by time-of-day and functional class: (1) Are the percentages consistent for all analysis years and all scenarios, and for each time-of-day analysis? (2) Are the percentages logical? (70% of local street VMT occurs during daylight hours)	 Y/N Y/N
	f. Annual VMT growth rate: (1) Is the growth rate consistent between baseline years? (2) Is the growth rate consistent with VMT trends for the area? (e.g. trends in the TxDOT "TT" Tables or other appropriate databases)	 Y/N Y/N
	16. Speeds by roadway functional class and vehicle type:	
	a. Do the average speeds vary logically over each analysis year between functional class and vehicle type? b. Do the speeds vary logically when comparing the Build to Base scenario?	Y/N Y/N
	17. Link list	
	a. Have the significant TIP projects been incorporated in the listing and been analyzed for appropriate analysis years? b. Are changes in lanes for each link accurately shown?	Y/N Y/N

VI. REGIONAL EMISSIONS ANALYSIS

51.452	18. Was the regional emissions analysis done according to §51.452 (see below):	Y/N
	a. Do the MTP and TIP include all regionally significant federal and non-federal projects?	Y/N
	b. Are TCMs which have been delayed beyond the scheduled date given reduction credit?	Y/N
	c. Where regulations are required before TCMs can be implemented, have they been adopted prior to taking credit for TCM emissions reductions?	Y/N
	d. Is a network based transportation demand model relating travel demand and transportation system performance to land use patterns, population demographics, employment, transportation infrastructure, and transportation policies used to estimate travel within the metropolitan planning area of the nonattainment area?	Y/N
	e. Does the transportation demand model have the following attributes? (see below):	
	(1) Is it validated against ground counts for a base year of no more than 10 years prior to the date of conformity determination?	Y/N
	(2) Is a capacity sensitive assignment used for peak-hour or peak-period assignments?	Y/N
	(3) Are zone to zone travel times that are used to distribute trips between origin and destination pairs in reasonable agreement with the travel times which result from the process of assignment of trips to network links?	Y/N
	(4) Are free flow speeds based on network links based on empirical observations?	Y/N
	(5) Are peak and off-peak travel demand and travel times provided?	Y/N
	(6) If the model is sensitive to pricing, where pricing is a significant factor, are trip distribution and mode choice shown to be sensitive to pricing?	Y/N
	(7) Although a formal land use model is not required, does the regional model utilize and document a logical correspondence between the assumed scenario of land development and use and the future transportation system?	Y/N
	(8) If the network model is capable of it, and the necessary information is available, is a dependence of trip generation on the accessibility of destinations via the transportation system (including pricing) shown?	Y/N
	f. (1) Is HPMS used as the primary method of establishing VMT? (2) Has a calibration factor been developed to reconcile and calibrate the network-based model estimates in the base year to HPMS for the same period? (3) Is this calibration factor used to estimate future VMT, or have departures from these procedures been permitted with the concurrence of U.S. DOT and EPA?	Y/N Y/N Y/N
	g. Are reasonable methods used to estimate nonattainment area vehicle travel on off-network roadways?	Y/N
	h. Are reasonable methods used to estimate traffic speeds and delays with respect to volume of travel on each roadway segment?	Y/N
	i. Are ambient temperatures consistent with those used to establish the emissions budget in the applicable SIP?	Y/N

VII. EMISSIONS BUDGET TEST

51.428	19. The MTP must be consistent with the applicable SIP budgets during transition and control periods as follows:	
	a. Are emissions estimates calculated for the following: 1. VOC 2. NO_x 3. CO (El Paso only) 4. PM_{10} (El Paso only)	 Y/N Y/N Y/N Y/N
	b. Does the analysis demonstrate that emissions for each applicable pollutant is less than or equal to the SIP budget as follows: 1. For each horizon and milestone year? 2. For the attainment year? 3. For the analysis years after attainment?	 Y/N Y/N Y/N
	c. Are emissions estimated for the entire transportation network in the nonattainment area?	Y/N
51.430	20. For purposes of the Emissions Budget test, the TIP must be consistent with the MTP during the transition and control strategy periods as follows:	
	a. Are the TIP emissions consistent with the MTP for each horizon year?	Y/N
	b. Are the design concept and scope of the regionally significant projects consistent with the MTP?	Y/N
51.456	21. Does the MTP/TIP confirm that no emissions allowances have been taken above those established by the SIP budget?	Y/N

VIII. BASELINE VS. ACTION TEST and 1990 BASELINE TEST

51.436 51.438 51.442 51.444	22. For purposes of the "Baseline vs. Action" test and the "1990 Baseline" test, the MTP and TIP must reduce the net emissions during the transition period according to the following procedures. Note: the Baseline vs. Action test is often referred to as the "Build/No-Build" test.	
	a. Are the emissions estimates calculated for the following: 1. VOC 2. NO_x 3. CO (El Paso only) 4. PM_{10} (El Paso only)	 Y/N Y/N Y/N Y/N
	b. Are emissions estimated for the appropriate analysis years:	Y/N
	c. Is the "Baseline" scenario accurately defined for <u>each</u> analysis year, as follows: 1. All in-place regionally significant projects. 2. All on-going TDM and TSM projects. (May be TCMs in the SIP) 3. Assume completion of all regionally significant projects either under construction or undergoing R-O-W acquisition; projects from the first 3 years of the TIP; projects that have completed NEPA.	Y/N
	d. Is the "Action" scenario accurately defined for <u>each</u> analysis year, as follows: 1. All "Baseline" scenario actions. 2. All projected regionally significant projects. 3. All regulatory and adopted TCMs. 4. All on-going TDM and TSM projects. 5. All planned TDM and TSM projects.	Y/N
	e. Compare emissions estimates for each analysis year. (Milestone years may be interpolated. PM_{10} analysis must be done according to 51.452) Does the MTP/TIP demonstrate the following: 1. Emissions are less in <u>each</u> analysis year for the "Baseline vs. Action" test? 2. "Action" scenario is below 1990 levels for the "1990 Baseline" test?	 Y/N Y/N

IX. TCM IMPLEMENTATION

51.418	23. List all TCMs, their implementation schedule and the implementation status (or provide document reference or attachment). TCM Schedule Status	
	24. List any delayed TCMs and describe measures being taken to overcome obstacles to implementation.	
	25. The MTP must document the following:	
	a) Has the MPO obtained written commitments and adopted all TCMs?	Y/N
	b) Are adopted TCMs completed in a timely manner?	Y/N
	c) Is there anything in the MTP that would interfere with TCMs? If so, identify.	Y/N
	26. The TIP must have the following:	
	a) Is funding identified in order to fully implement and complete the TCMs?	Y/N
	b) If behind in the initial implementation of TCMs, is maximum priority given to those TCMs once the obstacles are removed?	Y/N
	c) If the TCM is delayed or cancelled, are the funds reallocated only to other TCMs or CMAQ projects?	Y/N
51.412	27. Does the MTP/TIP include the latest existing information on effectiveness of TCMs which have already been implemented?	Y/N

X. PM10 and CO CRITERIA (El Paso Only)

51.434 51.454	28. In CO areas, are any projects subject to Hot Spot Analysis? Use the CO Hot Spot Analysis specified in 40 CFR 51, appendix W, supplement A & B, and EPA publication number 450/278-027R:	
	a. Is the project in a CO violation site?	Y/N
	b. Does the intersection have a Level of Service (LOS) of D, E, or F?	Y/N
	c. Will the project cause the intersection to become a LOS D, E, or F?	Y/N
	d. Is the project in any of the 3 highest traffic volume intersections?	Y/N
	e. Is the project in any of the 3 worst LOS intersections?	Y/N
	f. Were models used wherever practicable and reasonable given the potential for violations?	Y/N
	29. In PM_{10} areas, are any projects subject to Hot Spot Analysis? Use the PM_{10} Hot Spot Analysis specified in 40 CFR 51, appendix W, supplement A & B, and EPA publication number 450/278-027R:	
	a. Were the violations verified with monitoring?	Y/N
	b. Were similar sites also verified with monitoring?	Y/N
	c. Are there projects to be determined through consultation?	Y/N
	d. Is the project a new/expanded bus or rail terminal, or transfer point which would increase the number of diesel vehicles at a single point?	Y/N
	30. Are the CO and PM10 analyses assumptions consistent with those in the regional emission analysis?	Y/N
51.424	31. CO and PM10 mitigation measures:	
	a. Does the TIP/MTP list projects that require CO or PM10 mitigation and control measures?	Y/N
51.458	b. Has the MPO obtained written commitments for CO and PM10 mitigation and control measures?	Y/N
51.426	c. Does the project comply with the CO and PM10 controls adopted in the applicable SIP?	Y/N
51.412	32. Is the conformity determination based on the most recent assumptions about current and future background concentrations?	Y/N

WP form name: checklis.t-1
April 5, 1995

Demonstration Requirements for Transportation Conformity of Metropolitan Long Range Plans

Identify if the Item is Complete with a Check and Include the Appropriate Page Number from the Document.

General

___ 1. The report documents that the Transportation Plan is in conformance with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation, and other applicable federal and state requirements. Page Number ___

___ 2. Tabulation of Analysis Results for applicable pollutants showing that the required conformity test was met for each analysis year. Page Number ___

___ 3. The report contains a copy of the Adopting Resolution by the Metropolitan Planning Organization (MPO) of the Transportation Plan, and the Conformity Determination for the Transportation Plan. Page Number ___

___ 4. The report documents that the Transportation Plan at minimum has a 20 year planning horizon. Page Number ___
Recommendation: Indicate the date of the last Transportation Plan update.

___ 5. The report states that the Transportation Plan and Transportation Improvement Program (TIP) are fiscally constrained and a funding source for all the projects listed in the Plan and TIP for the construction and operation (if applicable) of the project is identified. Page Number ___
Recommendation: Identify specific funding source by category.

___ 6. The report documents that the contents of the Transportation Plan meet the requirements of 40 CFR 93.106; Including the highway and transit system described in terms of regional significance which is sufficiently identified in terms of design concept and design scope to allow modeling consistent with the modeling methods for area-wide transportation analysis in use by the MPO. Page Number ___
Recommendation: Indicate the project classification - exempt, safety, widening, etc.

___ 7. The report documents all projects for each of the Transportation Plan's horizon years, including project identification number for reference in the TIP, exempt status, and regional significance, including non-federal projects. Page Number ___
Recommendation: Explain the process for non-federal regionally significant project disclosure.

___ 8. The report documents that the latest planning assumptions were used, including demographics, employment, land use, and other factors affecting the analysis that were updated or revised from the last adopted Plan. Page Number ___
Recommendation: Provide the source and year the assumption was last updated.

___ 9. The report explains how the latest planning assumptions of the Transportation Plan meet the requirements of 40 CFR 93.110. Page Number ___

___ 10. The dates the area was designated or redesignated by the Environmental Protection Agency (EPA) are shown along with information on criteria and/or precursor pollutants. Page Number ___

Identify if the Item is Complete with a Check and Include the Appropriate Page Number from the Document.

Interagency / Public Comment

___ 11. The report documents comments raised verbally or in writing by an interagency consultation partner and how the MPO addressed such concerns; or, the report states that no significant comments were received. Page Number ___

___ 12. The report documents the public participation process of the Transportation Plan and conformity analysis including any comments raised verbally or in writing and how the MPO addressed such concerns; or, the report states that no significant comments were received. Page Number ___

___ 13. The report explains how the Transportation Plan and conformity analysis were developed according to the consultation procedures outline in 40 CFR 93.105 and 93.112 including but not limited to, model evaluation and selection, minor arterials and other transportation projects treated as regionally significant, and determining if a project otherwise exempt under 40 CFR 93.126 should be treated as non-exempt. Page Number ___

Transportation Control Measures (TCMs)

___ 14. If the Transportation Plan contains any SIP TCMs the requirements in 40 CFR 93.110 (e) and 93.113 are met; or, the report states the Transportation Plan contains no SIP TCMs. Page Number ____
Recommendation: Provide the schedule dates to show compliance with the SIP. If delayed, explain why and how this deficiency is being addressed.

Regional Emission Analysis

___ 15. The analysis/horizon years were selected by the MPO through the interagency consultation process. Page Number ___

___ 16. The analysis/horizon years meet the requirements of 40 CFR 93.106 (a)(1), 93.118 (b), or 93.119 (e), which ever is applicable. Page Number ___

___ 17. The report documents the use of the latest emissions estimation model, consistency with the SIP assumptions, and provides copies of the input and output files used in the analysis. Page Number___

___ 18. The report documents how the requirements of the Emission Budget Test in 40 CFR 93.118 or the Emission Reduction Test in 40 CFR 93.119 were met for each pollutant the area is designated nonattainment or maintenance. Page Number ___

___ 19. Applicable if Emission Budget Test was used: the report documents that the emission budgets used in the conformity analysis are those found in the latest approved SIP or latest SIP budget found adequate by the EPA for transportation conformity. The appropriate Federal Register notice is also present. Page Number ___

___ 20. Applicable if Emission Reduction Test was used: The report documents that the "Baseline" scenario includes all the future transportation system resulting from all in place regionally significant highway and transit facilities; all ongoing travel demand management and regionally significant projects that are currently under construction or undergoing right-of-way acquisition, regardless of funding source. Page Number ___

Identify if the Item is Complete with a Check and Include the Appropriate Page Number from the Document.

___ 21. Applicable if Emission Reduction Test was used. The report documents that the "Action" scenario includes all facilities, services, and activities in the "Baseline" scenario as well as all the future transportation system resulting from the implementation of the proposed Transportation Plan, all expected regionally significant projects and additional projects delineated in 40 CFR 93.119 (g). Page Number ___

___ 22. The report documents that the requirements of 40 CFR 93.122 are met, including but not limited to, explaining how the Vehicle Miles of Travel (VMT) from projects which are not regionally significant have been estimated in accordance with reasonable professional practice, and how reasonable methods were used to estimate VMT for off-model transportation projects. Page Number ___
Recommendation: Indicate the date the model was updated and calibrated.

___ 23. The report explains (as applicable) how the travel demand model VMT used as the basis for the emission inventory has been reconciled and calibrated to the Highway Performance Monitoring System VMT for the year of validation and future estimates of VMT. Page Number ___

Disclaimer: This checklist is intended solely as an informal guideline to be used in reviewing Transportation Plans and TIPs for adequacy of their documentation. It is in no way intended to replace or supercede the Transportation Conformity Regulations 40 CFR Parts 51 and 93, Statewide and Metropolitan Planning Regulations 23 CFR Part 450, or any EPA, FHWA, and FTA guidance pertaining to Transportation Conformity or Statewide and Metropolitan Planning. For further information on the correct use of this checklist you may contact:

Andrew Edwards, Air Quality Specialist
Federal Highway Administration
Southern Resource Center
61 Forsyth St., Suite 17T26
Atlanta, GA 30303-3104
(404) 562-3673

Demonstration Requirements for Transportation Conformity of Metropolitan Transportation Improvement Programs (TIPs)

Identify if the Item is Complete with a Check and Include the Appropriate Page Number from the Document.

___ 1. The report documents that the TIP is in conformance with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation, and other applicable federal and state requirements. Page Number ___

___ 2. The report states that the TIP is a subset of the latest conforming Transportation Plan and the conformity determination made for the Transportation Plan also applies to the TIP. Page Number ___

___ 3. The report explains how the requirements of 40 CFR 93.122 (e) are met.
Page Number ___

___ 4. The report supplies a copy of the Metropolitan Planning Organization's (MPO's) and FHWA/FTA's findings of conformity on the current Transportation Plan. Page Number ___

___ 5. The report contains a copy of the Adopting Resolution by the MPO of the TIP, and the Conformity Determination for the TIP. Page Number ___

___ 6. The report contains a cross reference of projects sufficiently described in terms of design concept and design scope for comparison to the Transportation Plan. Page Number ___

___ 7. The report documents comments raised verbally or in writing by an interagency consultation partner and how the MPO addressed such concerns; or, the report states that no significant comments were received. Page Number ___

___ 8. The report documents the public participation process of the TIP including any comments raised verbally or in writing and how the MPO addressed such concerns; or, the report states that no significant comments were received. Page Number ___

___ 9. The report explains how the TIP was developed according to the consultation procedures outlined in 40 CFR 93.105 and 93.112. Page Number ___

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